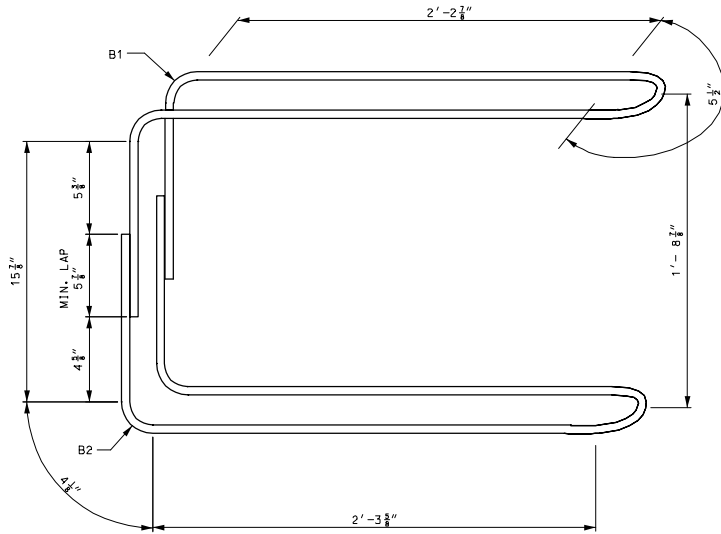
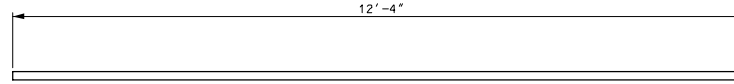


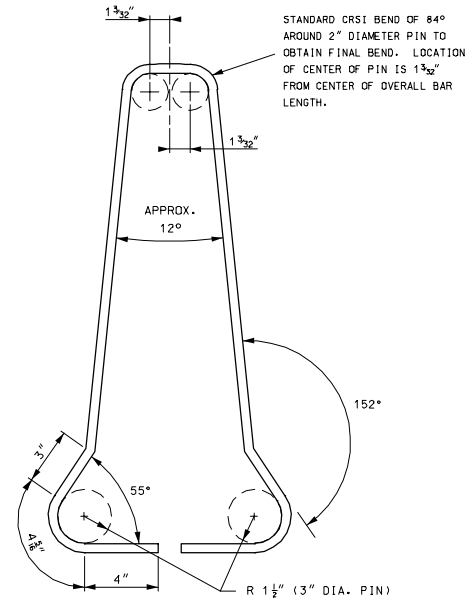
LOOP BARS LEFT
'B1' 'B2'



LOOP BARS RIGHT
'B1' 'B2'



UPPER AND LOWER LONGITUDINAL BARS - 'C'
AND
MID HEIGHT LONGITUDINAL BARS - 'D'



VERTICAL HOOPS *
'A'

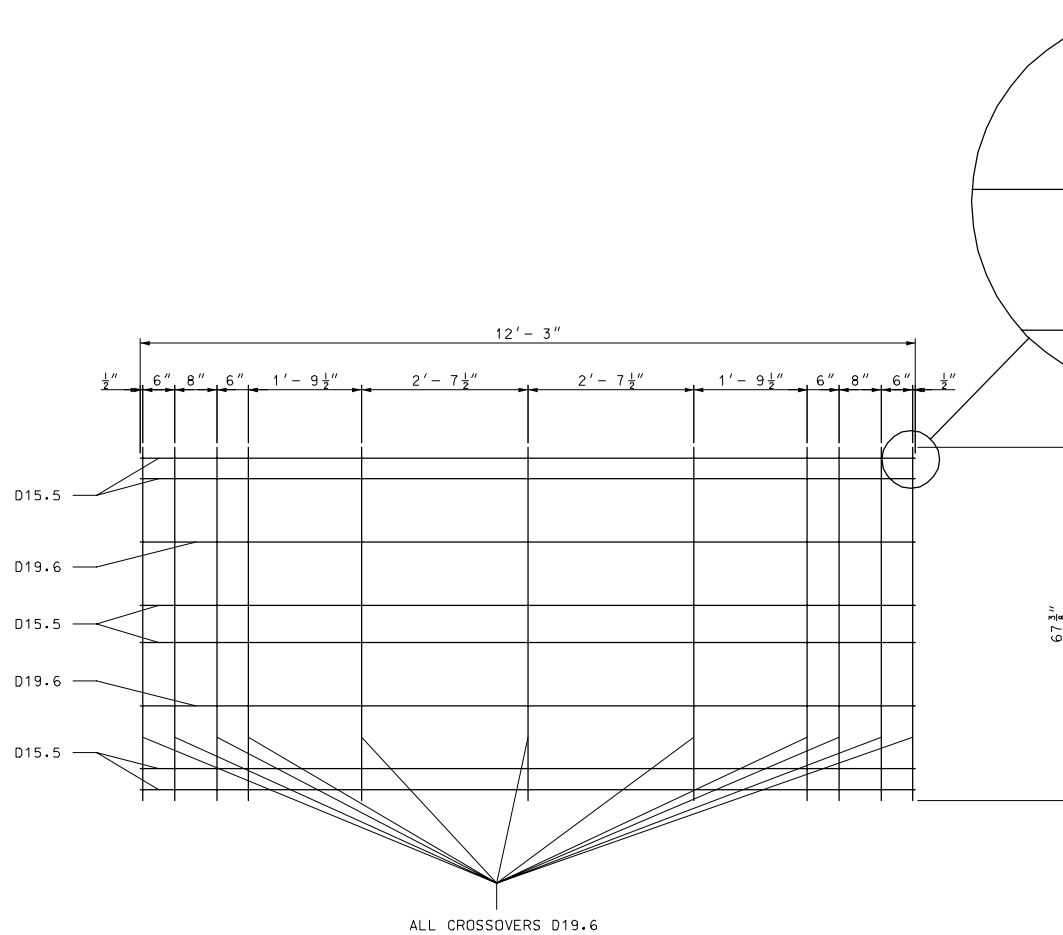
LENGTHS MEASURED ALONG OUTSIDE OF HOOP.
MINIMUM 1 1/2" CLEARANCE BETWEEN ALL BARS AND
OUTSIDE SURFACE OF BARRIER.

* WIRE MESH MAY BE SUBSTITUTED FOR 'A', 'C'
AND 'D' BARS. SEE SHEET 3 OF 4.

REINFORCING BARS						
PER 12' - 6" BARRIER SECTION						
MARK	ENGLISH BAR SIZE	NO. OF BARS	SHAPE OF EACH	LENGTH EACH	TOTAL LENGTH	WEIGHT
A	4	11	SEE DETAIL	5'-7 3/8"	61'-9 1/8"	41.2 lbs
C	5	3	SEE DETAIL	12'-4"	37'-0"	38.6 lbs
D	4	2	SEE DETAIL	12'-4"	24'-8"	16.5 lbs
3/8" DIA. AASHTO M 31 GR 60 PLAIN ROUND						
B1	6	2	SEE DETAIL	7'-6"	15'-0"	22.6 lbs
B2	6	2	SEE DETAIL	7'-6"	15'-0"	22.6 lbs

CONCRETE VOLUME 1.2 CU YDS APPROXIMATE WEIGHT 5170 LBS.

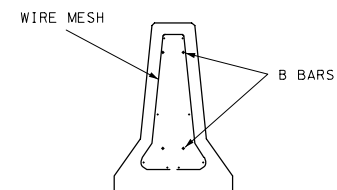
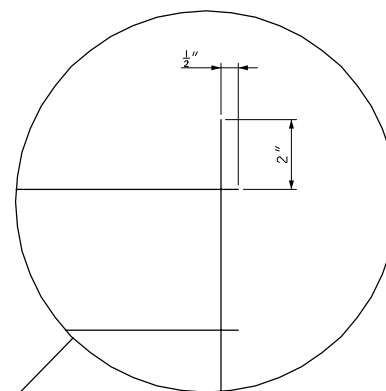
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION			
TEMPORARY CONCRETE BARRIER TYPE F			
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WIRE MESH *

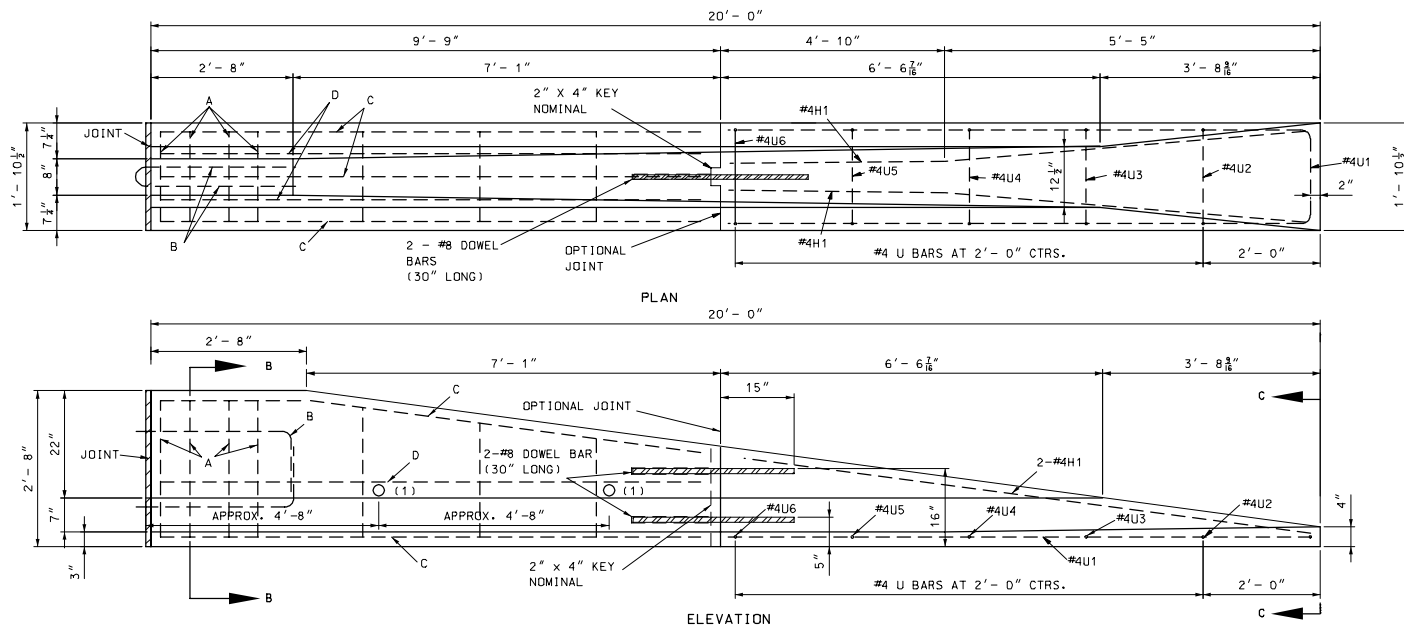
* WIRE MESH SHALL BE FORMED AND INSTALLED TO MATCH THE SHAPE AND LOCATION OF THE TYPE A BAR (STIRRUP) AS SHOWN IN SECTION A-A ON SHEET 1 OF 4.

WIRE MESH SHALL BE AASHTO M 221 DEFORMED MESH, FURNISHED IN THE APPROXIMATE MAT SIZE WITH THE ABOVE SPECIFIED WIRE SIZES.



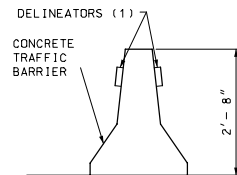
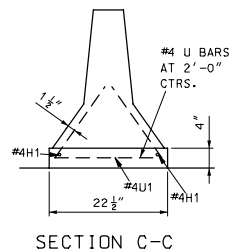
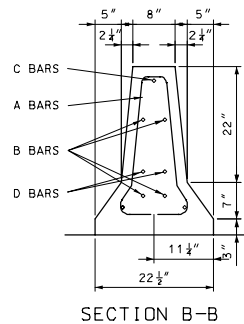
SECTION A-A
(FROM SHEET 1 OF 4)
TYPICAL SECTION WITH
WIRE MESH REINFORCEMENT

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION			
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PRECAST BARRIER HEIGHT TRANSITION (TEMPORARY INSTALLATIONS ONLY)

(1) OPTIONAL 4 INCH DIAMETER, 11 GAUGE STEEL ROUND MECHANICAL TUBING SLEEVE FOR LIFT HOLE ALLOWED. THE LOCATION OF THE HOLE MAY BE VARIED TO ACCOMMODATE THE DIFFERING WEIGHT DISTRIBUTIONS OF TRANSITION SECTIONS. PAIRS OF 3/4 INCH STRAIT FERRULE LOOP INSERTS MAY BE USED AS AN ALTERNATE TO LIFT HOLES. LARGER STRAIT FERRULE LOOP INSERTS MAY BE USED.



(1) AS SHOWN ON PLANS

ONE DELINEATOR SHALL BE INSTALLED ON EACH END OF THE FIRST STANDARD SECTION AND ON THE END OF THE OTHER SECTIONS THROUGHOUT THE LENGTH OF THE TEMPORARY BARRIER. NO DIRECT PAYMENT WILL BE MADE FOR DELINEATORS.

THE DELINEATOR BODY SHALL BE MADE FROM HIGH IMPACT, WEATHERABLE ENGINEERING THERMOPLASTIC WITH A MINIMUM THICKNESS OF 0.09 INCHES.

THE DELINEATOR REFLECTOR SHALL BE PERMANENTLY AFFIXED AND BE A RETRO-REFLECTIVE ACRYLIC MICROPRISM SHEETING WITH ACRYLIC BACKING, OR APPROVED EQUAL, HAVING A MINIMUM REFLECTIVE SURFACE OF 12 SQUARE INCHES. WHITE SHEETING SHALL HAVE A MINIMUM REFLECTANCE OF 1000 CANDLEPOWER PER FOOT-CANDLE PER SQUARE FOOT AT 0.1 DEGREE OBSERVATION AND ZERO DEGREE ENTRANCE ANGLES. AMBER SHEETING SHALL HAVE A MINIMUM REFLECTANCE OF 600 CANDLEPOWER PER FOOT-CANDLE PER SQUARE FOOT AT 0.1 DEGREE OBSERVATION AND ZERO DEGREE ENTRANCE ANGLES. DELINEATOR REFLECTOR COLORS SHALL CORRESPOND WITH PAVEMENT MARKING PRACTICES. WHERE BARRIER DELINEATION IS REQUIRED FOR BOTH DIRECTIONS OF TRAVEL, THE DELINEATOR SHALL HAVE REFLECTORS ON BOTH SIDES.

DELINEATORS SHALL BE MOUNTED TO THE TRAFFIC BARRIER IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED PROCEDURES AND MATERIAL.

IF THE ENGINEER DETERMINES A DELINEATOR DAMAGED OR DETERIORATED TO THE EXTENT THAT IT IS NO LONGER EFFECTIVE DUE TO DIRT, GRIME, SCARRING OR DISCOLORATION, IT SHALL BE REPLACED OR CLEANED AS REQUIRED, BY THE CONTRACTOR AS SOON AS POSSIBLE. ANY MISSING DELINEATORS SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

GENERAL NOTES:

WHERE CHANGES IN THE CONSTRUCTION SEQUENCE OR DETOURS OCCUR, THE TEMPORARY TRAFFIC BARRIER SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER.

ALL DAMAGED AND SURPLUS TEMPORARY TRAFFIC BARRIER SHALL BE DISPOSED OF BY THE CONTRACTOR OFF THE HIGHWAY RIGHT-OF-WAY.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION			
TEMPORARY CONCRETE BARRIER			
TYPE F			
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